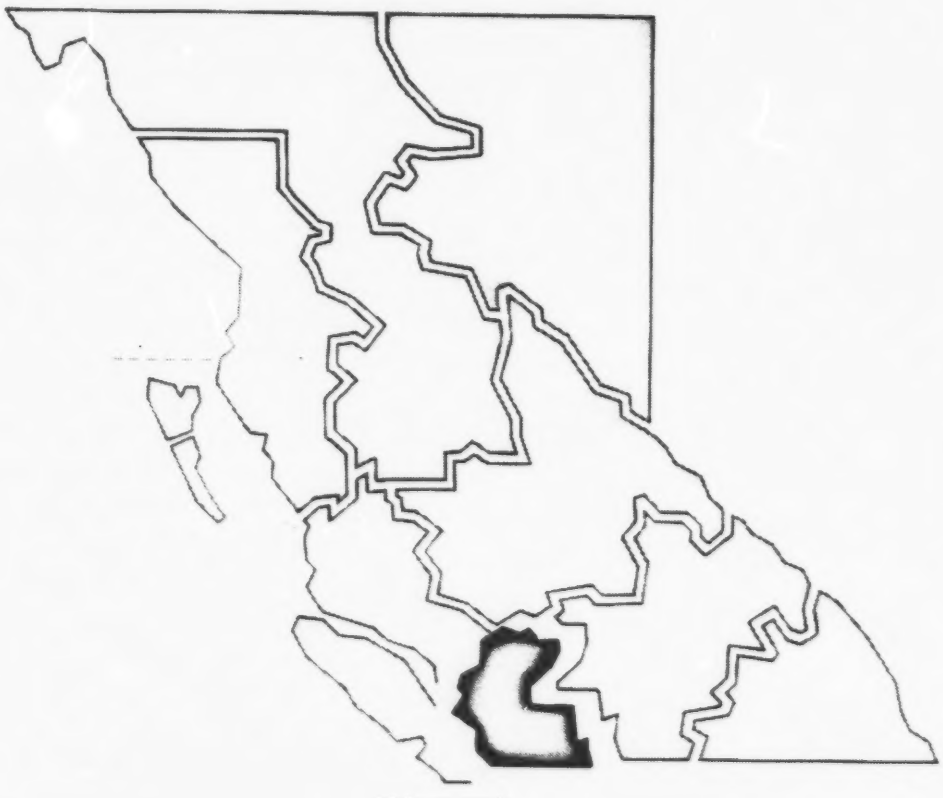
Mainland-Southwest – Region 2

Fraser-Cheam Regional District
Transportation Committee Recommendations



FREEDOM TO MOVE

89-06155/

THE REGIONAL DISTRICT OF FRASER-CHEAM

TRANSPORTATION STUDY SUB-COMMITTEE

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Regional District of Fraser-Cheam

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FOREWORD

In November of 1988 the Honourable Neil Vant, Minister of Transportation of Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The **Province of British Columbia Strategic Transportation Plan 1990 - 2000**, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as becomes necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. To determine the present and future transportation needs and priorities of each region.

2. To analyse issues and provide support documentation for recommended improvements.

3. To recommend to Government a transportation plan that included short and long-term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The Report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the region and its residents. Community input formed an integral part of the process.

The Mainland Southwest Region has established six sub-committees, one for each Regional District, to prepare transportation plans as a basis for the development of an integrated regional plan. The following is a transportation plan for the Regional District of Fraser-Cheam.

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1.0 EXECUTIVE SUMMARY

The Regional District of Fraser-Cheam encompasses a somewhat rectangular area from Manning Park in the south to the Nahatlatch Valley in the north and from the Vedder Canal in the west to Bear Creek Summit in the east. The Fraser River forms the dominant geographic feature.

The corridors of two major railways and three major highways traverse the regional district:

- CP Rail runs on the north of the Fraser River
- CN Rail runs on the south of the Fraser River
- Highway No. 1 (The Trans Canada Highway) follows the Fraser River and Canyon to the Central and Northern B.C. interior
- Highway No. 3 follows the Skagit River south to the southern B.C. interior
- Highway No. 5 follows the Coquihalla River east to the central B.C interior

These corridors provide travel **THROUGH** the region. The Regional District is concerned about the **SAFETY** of traffic using these corridors and its interface with local traffic. These concerns are summarized as follows:

- Safety of hazardous goods movement
- Safe geometric standards of the major highways
- Safe intersections of through traffic with local traffic
- Safe interface between industrial and tourist traffic

The region is home to a growing community with agricultural and commercial interests. It is also the destination of a rapidly expanding tourist industry. All these pursuits attract an increase in vehicular travel and the need for **ADDITIONAL ROAD CAPACITY.**

The Regional District wishes to pursue a comprehensive transportation plan which encompasses the needs for greater safety with those of greater traffic capacity.

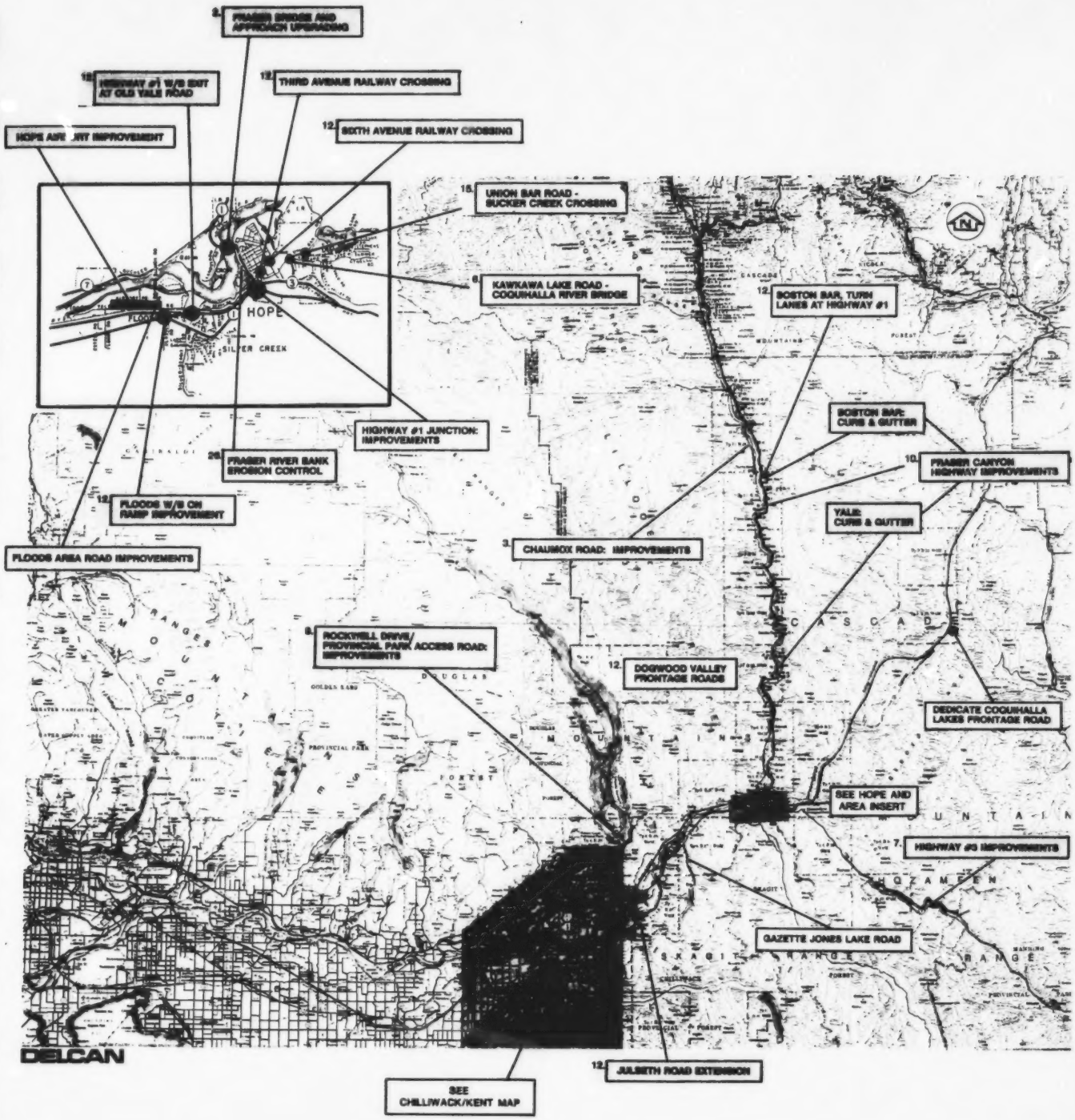
The transportation plan is shown on **Exhibits 1 and 2** and described in the short term projects of Table 6.1 and the long term projects of Table 6.2.

The plan is a **BALANCE** between the travel needs of the local communities and the corridor requirements of the province. Projects are listed in order of priority which reflects system deficiencies that are well known to the travelling public and to industry. Priorities also reflect the demands of traffic, both of vehicular size and increased usage. The important aspects of the plan are as follows:

- Project Construction requirements; in many cases the designs of these projects are complete. Priorities H1, H2 and H4 characterize these specific projects.
- Project Planning and Design requirements; such projects require immediate design in order to safeguard land or to plan for a possible natural disaster. Priorities H6, and H9 characterize these projects.
- Smaller local projects that will significantly enhance the safety and mobility of regional residents. These projects are itemized in Priority H12.
- Ongoing corridor improvements to Highway #1 through the Fraser Canyon and Highway #3 north of Allison Pass. These improvements are shown as Priorities H7 and H10.

The Transportation Committee of the Regional District has shown a responsible approach in their identification of short-term construction requirements and long-term planning objectives. They have also proposed a number of transportation related initiatives (shown on Table 7.1) to enhance the mobility and safety of the travelling public without large expenditures of public funds. These include:

- Policy improvements to public transport
- Regulations governing hazardous goods


FRASER BRIDGE AND APPROACH UPGRADING
HIGHWAY #1 W/B EXIT AT OLD YALE ROAD
THIRD AVENUE RAILWAY CROSSING
HOPE AIR PORT IMPROVEMENT
SIXTH AVENUE RAILWAY CROSSING
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HOPE
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* COMMUTER TRANSIT HOPE TO VANCOUVER
LEGEND
Provincial Numbered Highway Issues
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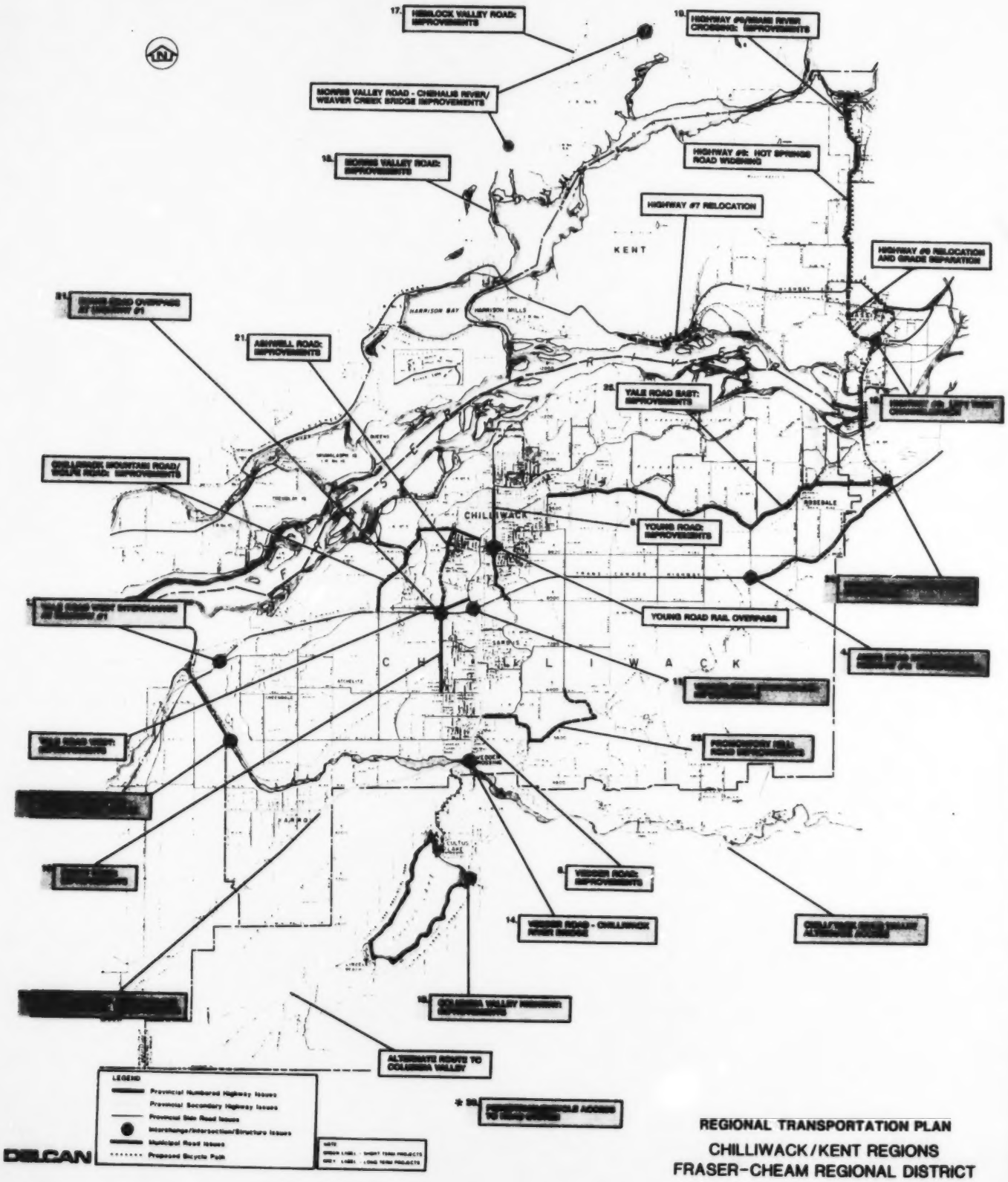
Provincial Side Road Issues
Interchange/Intersection/Structure Issues
Air Traffic Improvements
NOTE
GREEN LABEL - SHORT TERM PROJECTS
GREY LABEL - LONG TERM PROJECTS

REGIONAL TRANSPORTATION PLAN

FRASER-CHEAM REGIONAL DISTRICT

EXHIBIT I


17. HEMLOCK VALLEY ROAD: IMPROVEMENTS
19. HIGHWAY #9/SEABIRD RIVER CROSSING: IMPROVEMENTS
MORRIS VALLEY ROAD - CHEHALIS RIVER/ WEAVER CREEK BRIDGE IMPROVEMENTS
18. MORRIS VALLEY ROAD: IMPROVEMENTS
HIGHWAY #9: HOT SPRINGS ROAD WIDENING
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Provincial Numbered Highway Issues
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Provincial Side Road Issues
Interchange/Intersection/Structure Issues
Municipal Road Issues
Proposed Bicycle Path
DELCAN

REGIONAL TRANSPORTATION PLAN

CHILLIWACK/KENT REGIONS
FRASER-CHEAM REGIONAL DISTRICT

EXHIBIT 2

2.0 INTRODUCTION

The Regional District of Fraser-Cheam is the largest regional district in the Mainland Southwest Region. It covers approximately 11,000 square kilometres, including 200 square kilometres of water. Its major features are the Fraser Valley and the Cascade Mountains in the southwest, the Fraser Canyon and the Hozameen and Skagit Ranges in the east, and Harrison Lake and the Lillooet Valley in the northwest.

Population growth in Fraser-Cheam is expected to continue at a rate of approximately one percent per year through the next decade, resulting in a gain of 12,000 - 15,000 people in the period 1988-2001. Natural increase is expected to add only 2,000-2,500 people to the Region's total in this period, and most of the new growth will come from net in-migration. Unfortunately, migration trends are volatile and difficult to project, and therefore the population projections in Table 2.1 may not prove accurate. If anything, they are likely to prove conservative, as migration trends have shown a recent tendency to significant net growth.

Of the roughly 61,000 people in the Region in 1989, over 46,000 resided in the District of Chilliwack, which is the Region's agricultural, commercial, and general service centre. Locally, its dominance is expected to continue within Fraser-Cheam with the growth rate in Chilliwack equal to or even greater than that in the remainder of the Region.

Economically, four industries dominate the Region's employment structure:

- Agriculture
- Logging
- Tourism
- Government

The traditional base is agriculture, and Fraser-Cheam produces almost 10 percent of B.C.'s agricultural output by value. The logging industry, the second traditional basic employer, produces output almost equal to that of agriculture, and in some years is predominant, while tourism is the newest and the most rapidly-growing of the major economic sectors. Finally, the government and public service sector is important in the Region, not only in terms of employment, but also because of the stability which it lends to the economic base. The Fraser Valley dairy farms, the logging traffic to the major log sorts by the Fraser River, the Harrison Hot Springs resort, and C.F.B. Chilliwack are instantly

Table 2.1

POPULATION PROJECTIONS FOR
REGIONAL DISTRICT OF FRASER-CHEAM

	A Total RDFC (Source: B.C. Stats.)	B Chilliwack (Source: Chilliwack Munic.	C RDFC Rem. (Source: RDFC)	Total RDFC (Cols. B & C)
1988	60,926	46,016	16,910	60,926
1991	64,224	46,651	17,615	64,226
1996	68,330	51,097	18,514	69,611
2001	71,573	55,317	19,458	74,775

recognizable symbols of these four important sectors which are well-known throughout the Province.

This geographic, demographic, and economic structure has a major impact upon the demands for transportation in the Region.

- First and most important is the Region's role **as a corridor** for utilities and transportation to connect the coastal areas with interior B.C., Alberta, and Central Canada.

  This corridor function becomes more confined and more predominant towards the north and east in Fraser-Cheam, particularly in the Fraser Canyon, the Coquihalla, and Hope-Princeton routes. These routes converge at the Town of Hope, creating both the need for improved interchanges and river crossings and the economic opportunities associated with a major route centre.

  Through traffic from outside the Region places heavy demands upon these corridor routes, and the demands are largely independent of the trends or needs of Fraser-Cheam itself.

- Secondly, **the truck logging industry** places great demand upon the internal transportation system, and if the industry is to remain healthy and well-served, new routes are required for access to the harvestable resources and to transport the product to the major corridor roads.

- Thirdly, the **tourist industry** itself places different and concentrated peak demands upon the transportation system. The peaking is both seasonal and local, with the Region's population increased by 7,000-15,000 people per day during the summer months as a result of tourism. This impact, too, is growing, and there are bottlenecks and safety factors which stem directly from this growth.

- Finally, the demographic structure, even with a relatively modest growth rate, will lead to local pockets of expansion and heavy pressure on **collector and arterial roads**, particularly in parts of Chilliwack where residential growth will be concentrated. It is also clear that the population growth will be concentrated in the older age groups, and the very rapid growth of population in the older age brackets (over 75 and over 85 years) will lead to a demand for specialized public

transportation services in a community barely large enough to support a well-developed transit system.

Corridor transportation and utility improvement projects are ongoing requirements in one part of Fraser-Cheam or another. The last decade has seen major construction on the Trans-Canada Highway and the Coquihalla Highway, and the pipeline companies, B.C. Hydro, and the railways can be expected to increase their investment in the Region in the next decade.

Major economic development projects which are under way or planned in Fraser-Cheam are incremental.

- In the public sector, investment continues at Canadian Forces Base Chilliwack, the Agriculture Research Station at Agassiz, the prison services and others.

- In the primary industrial sector, development plans are now in place to open up the harvesting of large areas of timber supply in the Nahatlatch and nearby drainages in the northeast portion of the Region.

- At Harrison Hot Springs, a major expansion and refurbishing of the resort and public infrastructure is now under way, and this project itself is likely to result in $50 million of investment over the next ten years.

- In Chilliwack, the tourist industry is expanding and the Salish Hotel project in downtown Chilliwack will be under construction soon - the third major new hotel to be constructed in the last five years.

Fraser-Cheam Regional District has a stable economic base. In agriculture, forestry, tourism, retail trade, and public service, the future prospects appear sound and continued growth should occur. Each will cause pressures on the transportation system locally, and will raise questions of priorities which must be weighed against the vital and ongoing role of the Region as a corridor for through traffic.

3.0 OBJECTIVES OF THE TRANSPORTATION PLAN FOR THE REGIONAL DISTRICT OF FRASER-CHEAM

PURPOSE:

To review priorities in modes of transportation, including:

- air
- rail
- highways
- transit

to forecast, qualitatively, regional economic, demographic and land use growth and the resulting transportation demands based on these activities to outline recommended transportation improvements required to address the system deficiencies.

GOALS:

1. To review economic, demographic and land use growth in the four municipalities and six electoral areas and compare with the growth rate predicted in the Delcan Study.

2. To gain public input to transportation issues and requirements through public hearings and the solicitation of briefs.

3. To gain commercial, industrial and expert input to transportation issues and requirements through the solicitation of letters and briefs.

4. To define required improvements to the highway system through the following **objectives:**

   (a) confirm and expand on areas of congested and unstable traffic flows, as indicated in the Delcan report;

   (b) confirm and expand on accident-prone areas as indicated in the Delcan report;

   (c) confirm highway classifications in Delcan report and detail requirements to make Highway No. 1 a freeway;

   (d) review highway recommendations in Delcan report - ie. side road classification, rights-of-way, ownership of municipal roads, improvements to maintenance, pavement rehabilitation, bridge rehabilitation.

5. To define required improvements to the Small Communities Transit System and the Custom transit and Para transit systems, if applicable.

6. To define required improvements to airports, air traffic control systems, and aviation weather reporting systems within Fraser-Cheam Regional District.

7. To review the rail safety requirements within Fraser-Cheam Regional District and the implications of moving the CN/Southern Railway of B.C. interchange at Chilliwack.

8. To review the interface with the forestry road network and the Provincial and municipal road network. To include the movement of logs by water and road.

9. **To prepare by June 1, 1989 a report consolidating study findings in the form of prioritized requirements over a five year term and over a five to ten year term.**

10. To produce a sub-study cataloguing the concerns relating to the movement of dangerous cargo through the Region, particularly through narrow corridors and "choke points" in the Hope area.

11. To review and update the study reports on an annual basis.

4.0 PROCESS USED IN DEVELOPING THE REGIONAL PLAN

The Regional District of Fraser-Cheam formed a transportation sub-committee to tackle the purpose and goals of a regional transportation plan. Members of the committee are shown on title page of this report and goals are listed in Chapter 3. Committee members include representatives from all communities in the regional district and co-opted members with specific transportation background. The process they used is listed below.

a. Receipt of expert testimony. The following testimony was received:

- RCMP;
- CN Rail (Dangerous Goods);
- Ministry of Highways;
- Ministry of Forests;
- Fletcher-Challenge (Logging);
- Cattermole (Logging);
- Chilliwack;
- Hope;
- Kent (Municipal Roads).

b. Solicitation of briefs. These briefs are listed in Appendix B.

c. Public meetings were held at the following locations:

- District of Chilliwack - on April 25, 1989
- District of Kent - on April 17, 1989
- Town of Hope - on April 19, 1989

d. Co-ordination with other regional districts and agencies including: GVRD, DARD, CFVRD, (through meetings attended by RDFC Director of Planning).

e. Collection and collation of demographic data. This is given in Chapter 2 of this report.

f. Review of projects and initiatives by the whole Committee.

g. Inclusion of Cost Shared Projects.

h. Give priorities to projects and initiatives to reflect the following benefits:

(i) Corridor Mobility

(ii) Tourist Attraction

(iii) Supports Residential Growth

(iv) Supports Industrial Growth

(v) Safety, Time and Cost Factors

Transportation projects and initiatives are detailed in Tables 6.1, 6.2 and 7.1.

i. Include Dangerous Goods Section

The committee understands that this process of identifying transportation issues will be subject to re-appraisal at annual intervals.

5.0 TRANSPORTATION ISSUES IN THE REGIONAL DISTRICT OF FRASER-CHEAM

A. Outline of Existing Network

The existing transportation network is shown on Exhibits 1 and 2.

The Regional District of Fraser-Cheam is traversed by a number of **MAJOR CORRIDORS** which convey road, rail and energy systems. These are as follows:

ROAD:

- Hwy. #1 - The Trans Canada Highway which provides primary access to the Fraser Canyon
- Hwy. #3 - The southern Trans Canada Highway from Hope to the Crows Nest Pass which provides access to Manning Park
- Hwy. #5 - The Coquihalla Highway
- Hwy. #7 - The Lougheed Highway which connects communities on the north bank of the Fraser River with the Trans Canada Highway north of Hope
- Hwy. #9 - The Rosedale to Agassiz Highway

RAIL:

- CP Rail on the north bank of the Fraser River
- CN Rail on the south bank of the Fraser River

ENERGY:

- Trans Mountain Pipelines:
  - Oil on the south bank of the Fraser River through the Fraser Valley and the Coquihalla Valley;
  - Gas pipeline on the north bank of the Fraser River and through the Coquihalla Valley.

- B.C. Hydro:
    - Several high-voltage Westcoast Energy lines through the Region.

- The Region has several major tourist areas which require arterial roads for access. These include:
    - Cultus Lake
    - Harrison Hot Springs
    - Hemlock Valley
    - Manning Park
    - Fraser Canyon
    - Skagit Valley
    - Chilliwack River Valley
    - Harrison Lake

- Forestry is one of the major industries in the Region. Forestry roads are a major transportation factor. These include trunk roads which receive provincial funding:
    - the west of the Fraser Canyon (the Chaumox Road)
    - the east and west of Harrison Lake
    - the Chehalis Valley

- Growth of in-migration will lead to accelerated emphasis on the local transportation networks in Chilliwack, Agassiz and Hope areas.

- Chilliwack is served by a local public transit system. The region is poorly served by the inter-city bus service.

- Provincial airports are located in Chilliwack and Hope. The Chilliwack runway has been recently expanded to 1,500 m to accommodate the needs of military aircraft as well as increased commuter and general aviation traffic.

B. Key Transportation Related Issues

- Improve safety and flow on main road and rail corridors.
- Improve safety and traffic operations at freeway interchanges by widening and providing grade separations.
- Improve traffic corridors in municipal and built up areas through cost-shared projects.
- Improve access and road safety to major tourist areas.
- Anticipate and cater to the large forecasted increase in logging traffic through the implementation of the 20-year forest harvest plan.
- Anticipate the increase in traffic to mining areas.
- Develop alternate routes into 'dead end' valleys such as Cultus Lake/Columbia Valley and Chilliwack River Valley. These are geotechnically sensitive, but highly attractive tourist areas.
- Identify areas susceptible to dangerous cargo spills, especially at 'choke points' such as Hope. Improve proper response organizations.
- Improve the high accident frequency locations on the transportation system.
- Identify developing commuter traffic requirements. Encourage express bus and car pooling systems.
- Develop a safe pedestrian and bicycle system.

6.0 PROPOSED TRANSPORTATION RELATED PROJECTS

A plan for the transportation needs of the Regional District of Fraser-Cheam is shown on the accompanying tables. A short term plan for the next five years is shown on Table 6.1. A longer term plan for needs to the year 2000 is shown on Table 6.2.

Projects are listed in order of priority. The plan is a balance between the travel needs of the local communities and the corridor needs of the province. The projects reflect the aspirations of both the general public and industry for better safety and greater mobility on the region's transportation system.

The preparation of the plan is a departure from the classic transportation planning process which involves the collection and analysis of travel data and the identification of need based on traffic demand and system deficiency.

At most of the project locations, detailed traffic counts and accident statistics do not exist. Where counts are available, they reflect the number of through movements on major roads and do not give essential data on turning movements, vehicle classification, peak period characteristics and accident diagrams.

From the available traffic counts, it can be shown that there are warrants for many of the proposed projects. These include:

- The Trans Canada Highway is close to the stable capacity of a rural 4-lane divided arterial during peak summer periods (volumes greater than 30,000 vehicles per day). It requires the elimination of all at-grade intersections.

- Safe geometric freeway standards require a separated median and adequate provision for emergency stopping.

- The safety of a road is determined by the geometric sight and stopping distances that it affords to the vehicle operator. This is especially critical on roads that carry a high percentage of large vehicle combinations such as farming and logging trucks.

- A road's geometry must be consistent with its operating speed. Inconsistencies such as sudden sharp curves or a traffic signal after long distances of freeflow are points of high accident potential.

- Most industries cannot thrive without a reliable transportation route. An investment in transportation always benefits businesses in the area.

- The accident rates shown indicate the number of accidents reported per million vehicle kilometres driven within the project limits over a one to five year period (depending upon the availability of accident and/or traffic data). An accident rate greater than 2.0 per million kilometres requires immediate investigation and redesign.

- These rates must be taken only as general indicators of possible safety warrants for the projects; accident occurrence may be concentrated at specific "black spots" (ie. hazardous intersections or other local alignment anomalies), rather than distributed over a project's entire length.

Table 6.1 and 6.2 show project benefits broadly stated in qualitative terms. No attempt has been made, as part of this study, to evaluate projects by undertaking cost-benefit analyses.

Project costs give approximate values of the design and construction of each project. They have been based on unit values for lengths of road, interchanges and intersection improvements. Costs do not include the acquisition of property or large utility removals.

Table 6.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF FRASER-CHEAM

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC		LEVEL OF SERVICE		ACC.* RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY		
				1987	2000	1987	2000				HIGH (1st year)	MEDIUM (2nd-3rd years)	LOW (4th-5th years)
H1	Yale Road West Interchange at Hwy. #1	CHILLIWACK: Hwy. #1 at Yale Road West	Construct interchange to eliminate existing level crossing on freeway.	32,500 (Hwy. #1)	49,400			1.18	Corridor Mobility Supports Community Growth Safety	D C	0.1 4.0		
H2	Fraser Bridge and Approach Upgrading	HOPE: Hwy. #1 crossing of the Fraser River	Upgrade bridge (widen, overlay deck); realign approaches including junctions at Haig Station Road, Landstrom Road and Ross Road.					4.57	Corridor Mobility Safety	D C	0.3	12.0	
H3	Chaumox Road: Improvements	NORTH BEND: (km 2.9 - km 14.6)	Upgrade 11.7 km of road, including: widening, realignment (bypass farm), drainage improvements (replace 3 bridges with multiplate culverts), and gravelling.						Safety Supports Tourism Supports Industrial Growth (traffic includes 150 logging trucks/day and talc mine trucks) (See Appendix)	P,D C	0.2	3.0	
H4	Annis Road Interchange/ Highway #1: Improvements	CHILLIWACK: Hwy. #1 at Annis Road/Hwy. #1: Annis Road to Hwy. #9	Construct interchange to eliminate existing level crossing on freeway. Reconstruct 6 km of Hwy. #1, including section near power lines at Popkum. Construct 1 km of frontage road, extending to Hack-Brown Road.	23,100 (Hwy. #1)	35,000				Safety Corridor Mobility Supports Community Growth	D C	0.2 4.0	6.0	6.0
H5	Young Road: Improvements	CHILLIWACK: Prairie Central Road to Hope River	Upgrade 4 km of road including widening to four lanes.	9,000	15,000								
H6	Kawkawa Lake Road - Coquihalla River Bridge	HOPE	Existing structure is deficient in terms of withstanding frequently occurring flood flow conditions. Redesign of the structure is required prior to next washout; realignment of north east approach is also necessary.					5.7	Reduce Downtown Congestion Journey to Work	D C	0.2 4.2		
									Washout concerns Safety Supports Community Growth	D	0.1		
H7	Highway #3: Improvements	Highway #3: from km 28 (east of Hope) to km 58 (summit)	Upgrade 30 km of existing highway; eliminate hazardous "21 Mile" curve.	6,700	9,700			2.17 (21 mile)	Corridor Safety	D C	0.8	10.0	9.0
H8	Vedder Road: Improvements	CHILLIWACK: Chilliwack Lake Road to Highway #1	Upgrade approximately 5.5 km of road, including widening to 4 lanes and left turn channelization.	20,000	30,000			4.5	Supports Local Growth Supports Tourism	P,D C	0.13	2.5	
H9	Rockwell Drive/Provincial Park Access Road: Improvements	HARRISON HOT SPRINGS to Sasquatch Park	Upgrade road including minor widening and realignment; provide bicycle path; preserve right-of-way.						Safety Supports Tourism	D C	0.2	2.5	
H10	Fraser Canyon Highway: Improvements	Highway #1: Emory Creek to Jackass Mountain	Widen existing highway to 3 or 4 lanes wherever possible without rock cuts; construct curb and gutter in Yale and Boston Bar.	4,600 - 5,700	7,400			2.42 (Ferrabee Tunnel)	Corridor Mobility Safety Supports Tourism Enhance View Points	D,C	0.5	2.0	8.0

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

Table 6.1

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF FRASER-CHEAM

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC 1987	TRAFFIC 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC.* RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH (1st year)	MEDIUM (2nd-3rd years)	LOW (4th-5th years)
H11 Vedder Road Interchange at Highway #1: Improvements	CHILLIWACK: Highway #1 at Vedder Road	Upgrade existing overpass to 4 lanes.	25,600 (Vedder Rd.)	36,900			1.4	Corridor Mobility Supports Community Growth	D,C	0.1	4.7	
H12 Various "small but safety critical" Highway Projects	Regional District of Fraser-Cheam: (various locations)	• Highway #9: Left turn channelization - construct left turn lanes in Agassiz area.	7,300 (Hwy. #9)	10,500				Corridor Mobility Safety				
		• Highway #1 W/B exit at Old Yale Road (Floods area) - construct off ramp	—	—	—	—		Corridor Mobility Safety				
		• Highway #1 W/B on ramp improvement at Floods - realign on ramp						Corridor Mobility Safety				
		• Boston Bar: turn lanes on Highway #1 - construct designated turn lanes	4,600 - 5,700 (Hwy. #1)	7,400				Corridor Mobility Safety Supports Tourism	D C	0.8	2.0	2.0
		• Hope: railway crossings - improve crossings at Third Ave. and Sixth Ave.						Safety				
		• Dogwood Valley Frontage Roads: extend frontage roads to eliminate turns off Highway #1						Safety Corridor Mobility				
		• Julseth Road Extension - extend Julseth Road approximately 1 km to tie in to Popkum Road	—	—	—	—		Supports Local Growth				
		• Highway #1: Improved access for logging trucks turning to/from Spuzzum Creek drainage.						Corridor Mobility Safety				
H13 Morris Valley Road: Improvements	HARRISON MILLS: from south of Pretty Creek past the wetlands (km 1.7 - km 12.5)	Realign, reconstruct, widen and pave at various locations (fills and rock cuts required).						Supports Tourism, Recreation Supports Industrial Growth (Logging traffic)	D C	0.3	2.0	3.0
H14 Vedder Road - Chilliwack River Bridge	CHILLIWACK: Vedder Road at the Chilliwack River	Construct new 4 lane bridge or twin existing 2 lane bridge; improve approaches and intersection at Chilliwack Lake Road; identify and acquire rights-of-way.	9,000	15,000			6.0	Safety Supports Growth Supports Touris.	P,D C	0.5	5.0	4.0
H15 Union Bar Road - Sucker Creek Crossing	HOPE	Replace culvert; upgrade approaches.						Safety Supports Industrial Growth (logging traffic)	D,C	0.3		
H16 Evans Road: Improvements	CHILLIWACK: Stevenson Road to Highway #1	Upgrade road, widen to 4 lanes.	2,000	5,000			2.3	Supports Community Growth	D,C	0.1	2.5	
H17 Hemlock Valley Road: Improvements	HARRISON MILLS	Pave 10 km of Upper Levels Road; eliminate existing Bailey Bridge.						Safety Supports Tourism Reduced Maintenance Costs	P,D C	0.2	1.2	2.0
H18 Columbia Valley Highway: Improvements	CULTUS LAKE	Upgrade alignment at Marina Corner/ Edmeston Road intersection.						Safety Supports Tourism	D,C	0.3		

Table 6.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF FRASER-CHEAM

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC 1987	TRAFFIC 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC.* RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH (1st year)	MEDIUM (2nd-3rd years)	LOW (4th-5th years)
H19	Highway #9/Miami River Crossing: Improvements	HARRISON HOT SPRINGS	Replace existing culvert with large culvert or new bridge						Supports Tourism (widens route to major tourist attraction)	D,C	0.7		
H20	Bicycle Access to Road System	Several locations including Agassiz Bridge, Hot Springs Road and Cultus Lake Road	Widen roads to allow bicycle access, separate right-of-way where possible	.....	.....	.....	.....		Safety Supports Tourism Strong Community Concerns	D C	0.2 1.0	1.0	1.0
H21	Evans Road Overpass/ Ashwell Road Improvements	CHILLIWACK: Highway #1 to Hodgins Road	Plan and design overpass at Hwy. #1 and "Chilliwack to Sardis Connector" - approximately 3 km	.....	.....	.....	.....		Supports Residential Growth	P,D		0.5	
H22	Yarrow Central Road/ Vedder Mountain Road: Improvements	CHILLIWACK: Boundary Road to Vedder Road - Chilliwack River Bridge	Major access to Cultus Lake. Upgrade approximately 9 km of road.	5,000	7,500			2.4	Supports Growth Supports Tourism	D,C	0.1	1.0	1.0
H23	Promontory Hill: Road Improvements	CHILLIWACK: Promontory Road: Vedder Road to Teskey Road, Prest Road: Bailey Road to Jinkerson Road, Jinkerson Road: Prest Road to Promontory Road		2,000	25,000			0.5	Supports Community Growth	D C	0.4 3.5	3.5	
H24	Highway #9/Yale Road East Interchange	CHILLIWACK/POPKUM	Install traffic signals immediately, construct interchange in longer term						Corridor Mobility Safety	D C		0.2	4.1
H25	Yale Road East: Improvements	CHILLIWACK: McNaught Street to Highway #9	Widen approximately 13 km of road to 4 lanes	3,000	10,000			1.6	Supports Community Growth	P,D C	0.4	4.0	4.0
H26	Fraser River Bank Erosion Control	HOPE: Highway #1/Water Avenue on Fraser River	Construct river bank erosion control system	.....	.....	.....	.....		Safety Corridor Benefit	P,D,C	1.1		
H27	Keith Wilson Road - Vedder Canal Bridge	CHILLIWACK	Replace temporary Bailey Bridge crossing of Vedder Canal with a new bridge						Safety Supports Community Growth	D,C		1.1	
H28	Yale Road West: Improvements	CHILLIWACK: Atchelitz Road to Vedder Road	Upgrade approximately 2 km of road							D,C			0.6
A1	Hope Airport Improvements	HOPE	Pave one of two parallel runway strips and install instrument landing system	.....	.....	.....	.....		Safety Supports Growth Reduces Maintenance Costs	D,C	3.0		
									SHORT TERM PLAN SUB-TOTALS		27.9	66.7	44.7
									TOTAL			139.3	

*Accidents per million kilometres of travel

Table 6.2

LONG TERM PLAN: TO YEAR 2000

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF FRASER-CHEAM

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC		LEVEL OF SERVICE		ACC * RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY		
			1987	2000	1987	2000				HIGH	MEDIUM	LOW
H29 Highway #1 Junction Improvements	HOPE: Highway #1 Junction with Highway #'s 3/5	Improve existing interchange layout, eliminate traffic signals on Highway #1	9,500	13,700				Safety Corridor Mobility	P,D,C		5.0	
H30 Floods Area Road Improvements	FLOODS: near Hope Airport/ Whonnock Industries	Upgrade road including widening and paving						Supports Growth	P,D,C		0.5	
H31 Highway #9: Hot Springs Road Widening	Agassiz to Harrison Hot Springs	Upgrade road, including widening, realignment and paving.						Safety Supports Tourism (access to major tourist area)	D,C		1.0	
H32 Young Road/Rail Grade Separation	CHILLIWACK: Young Road crossing of CN Rail tracks	Acquire Right-of-Way, construct grade separation to eliminate existing level crossing	10,000	12,500			1.4	Journey to Work Supports Growth Safety	D,C		7.0	
H33 Highway #9: Relocation and Grade Separation	AGASSIZ	Relocate Highway #9 away from the town centre (approximately 3 km relocation), construct grade separation with CP Rail						Safety Corridor Mobility	P,D,C		10.0	
H34 Chilliwack Mountain Road/ Wolfe Road/Hodgins Road: Improvements	CHILLIWACK: Highway #1 to Yale Road East	Upgrade road, including widening, realignment and pavement	8,000	10,000			0.6	Supports Growth	P,D,C		4.7	
H35 Morris Valley Road - Chehalis River and Weaver Creek Bridge Improvements	HARRISON MILLS: Morris Valley Road crossings of Chehalis River and Weaver Creek	Replace bridges over Chehalis River and Weaver Creek.						Supports industrial growth (logging access)	D,C		15.0	
H36 Gazette Jones Lake Road	LADNAW: Beside Waleach Creek	Acquire Rights-of-Way						Supports Growth Supports Tourism	P		0.1	
H37 Dedicate Coquihalla Lakes Frontage Road	COQUIHALLA							Supports Growth Supports Tourism	P,D,C		n/a	
H38 Chilliwack River Valley Alternate Access	Chilliwack River Valley	Planning for a second route into the upper end of the Chilliwack River Valley	—	—	—	—		Supports Tourism, Recreation Supports Growth	P,D		n/a	
H39 Alternate Route to Columbia Valley	CHILLIWACK: Cultus Lake Area	Establish new access to the Columbia Valley over south west end of Vedder Mountain.	—	—	—	—		Supports Tourism, Recreation (Relieves dead-end congestion in major tourist area)	P,D		n/a	
H40 Highway #7: Relocation	KENT: At the base of Mount Woodside	Relocate Hwy #7 from up on the hill to the bottom of Mount Woodside beside the Fraser River (and R/R).					2.29	Safety Corridor Mobility	P,D,C		n/a	
T1 Commuter Transit	Hope to Vancouver	Provide commuter transit service from Fraser-Cheam Regional District to Vancouver	—	—	—	—		Corridor Supports Growth Supports Tourism	P		n/a	
H6 Kawkawa Lake Road - Coquihalla River Bridge	HOPE	Construct new bridge and realign north east approach (as designed in Short Term Road Design Project)						Supports Residential Growth Safety (potential washout)	C	1.5		
H21 Evans Road Overpass/ Ashwell Road Improvements	CHILLIWACK: Highway #1 to Hodgins Road	Construct overpass at Highway #1 and "Chilliwack to Sardis" connector - approximately 3 km.	—	—	—	—		Supports Community Growth	C		10.6	

7.0 PROPOSED TRANSPORTATION RELATED INITIATIVES

A Summary of proposed transportation related initiatives for the Regional District of Fraser-Cheam is shown on Table 7.1.

These initiatives reflect some of the key transportation issues identified by the Regional District in Chapter 5 of this report. They involve changes in transportation policy, legislation and regulation to enhance the safety and mobility of the travelling public, without large expenditure of public funds.

Table 7.1

SUMMARY OF PROPOSED INITIATIVES

REGIONAL DISTRICT OF FRASER-CHEAM

INITIATIVE TITLE	PROBLEM OPPORTUNITY	ACTION PROPOSED
Highway Classification and Standards	Conflicting classification definitions create inconsistencies in establishing road standards and access control.	A common set of road standards and definitions should be agreed upon and adhered to by all levels of government and administration.
Hazardous Goods Transportation Routing	Hazardous cargo is being transported along various corridors throughout the Region.	Address the issue of the designation of dangerous cargo truck routes. (See Chapter 8).
Ensure response to spills of dangerous cargoes	Local help agencies need local expertise and funding.	Encouragement and funding of local Search and Rescue groups to respond to transportation disasters such as dangerous cargo spills and road closures due to earthquake and other natural disasters. (See Chapter 8).
Pedestrian/Bicycle Access to Road System	There is strong community support for development of a road system that is accessible to pedestrians and bicycles.	Designated roads/bridges should be upgraded to allow safe pedestrian/bicycle use.
Public Transit Improvements Commuter Buses/Public Parking	Public interest has been expressed for improved transit, including additional access to inter-city buses, and expanded local transit for both the general public and special needs users.	The public transit system should be upgraded to improve service for people travelling within the Regional District, for commuters travelling to/from Vancouver, and for those requiring paratransit service. Public parking facilities should be provided at interchanges to promote car pooling and use of express buses.
Rights-of-Way Acquisition	Key transportation corridors can be lost to development if not identified and protected on a long term basis.	Land should be purchased or reserved for those corridors where future rights-of-way requirements have been identified.

INITIATIVE TITLE	PROBLEM/OPPORTUNITY	ACTION PROPOSED
River Transportation	Optimize waterways for the transportation and sorting of logs.	Maintain channels and legislation to ensure future use of waterways for transportation.
Co-ordination of Transportation Planning and Forestry Harvest Planning	Logging truck volumes associated with forestry harvest operations have significant impact on the highway system.	Closer communication between the Ministry of Highways, Ministry of Forests and local government should be achieved at the planning and design stage to evaluate the impact of industrial operations on transportation planning.
Resolution of corridor versus local access function	Safety	A policy review is required to resolve the conflict between the corridor function and the local access function concepts for various routes.
Travel Data Collection	Difficult to establish improvement priorities without technical substantiation.	Collect, collate and disseminate regular travel data (traffic counts, accident frequency, etc.) at project locations identified in Tables 6.1 and 6.2.
Information and project signing	Inadequate information to travellers on road closures and on route choices.	Adequate planning with local communities before road closures or route changes are made. Better information signs on main roads.
Upgrade weather reporting and airport instrument flying capabilities	Existing weather information facilities are limited - locations proposed for new or upgraded facilities include: Fraser Canyon, Coquihalla Pass and Alison Pass, Chilliwack and Hope Airports.	Increase the number and quality of weather reporting stations to enhance non-scheduled commercial and private flying as well as road maintenance operations.

8.0 DANGEROUS CARGOES

During the recent public hearings at Chilliwack, Hope and Agassiz, the subject of the Transportation of Dangerous Goods appeared to be of utmost importance in the minds of the local citizens and officials attending these meetings, particularly in the Hope area.

This area's strategic location on or adjacent to all surface transportation between coastal B.C. and the interior of Canada increases the likelihood of a severe dangerous goods incident occurring in the region. Recent enforcement of safety standards in the trucking industry is a welcome trend and firm enforcement of these safety standards must follow. The committee is also encouraged by recent evidence that C.N.R. is willing to discuss their safety procedures with local governments. This dialogue must continue and senior government should embark on a public awareness program.

These recent trends are to be applauded but the committee feels that further improvements are still possible. Given the high proportion of recreational traffic through this area and the relatively light patrolling of the road network by enforcement officers, it is statistically probable that the first person on an accident scene will be a civilian. The W.H.M.I.S. decal will mean nothing to a civilian who has not been trained in the care and handling of dangerous goods and who may not even be aware that any danger exists. It is felt that all carriers of dangerous goods should be required to display large letter identification warnings to discourage involvement of the largely uneducated public in a dangerous goods accident. These warnings should indicate that the vehicle is carrying a dangerous substance, that it is not to be approached and that the nearest authorities are to be immediately advised of the incident.

The committee feels a need to concern themselves with the future of the local search and rescue groups. These volunteer organizations would play a major role in any such incident involving dangerous goods and they rely on public donation and fundraising for the majority of their major maintenance and capital equipment. The local police agencies rely heavily on these groups for their equipment and expertise at scenes of serious motor vehicle accidents, particularly where extrication is required. It is felt that these groups should receive the majority of their funding from provincial sources and that some lobbying should be done on their behalf. A profile of the Hope Search and Rescue group is shown in Appendix "D".

Another major concern at this point regarding dangerous goods is the availability, in a major incident, of a trained specialist. In the event of serious flooding, slides or earthquake, Hope and Fraser Canyon communities could quite easily become isolated and unaccessible to outside sources of information and assistance, leaving them to cope not only with the devastation created by the earthquake, but also with the inevitable dangerous goods incidents which will occur as a result. It is felt that local P.E.P. coordinators or their designates should receive thorough training and be kept informed of any new procedures pertaining to these incidents in order that they may handle, locally and independently, an incident which may occur under the above described circumstances.

The suppliers of the dangerous goods should make the requirement for large letter identification warnings as part of the contract agreement between themselves and the companies transporting these goods. Weigh scale enforcement officers should be empowered to take off the road, any vehicles transporting dangerous goods that do not carry the required warning.

The committee recommends:

- clear identification of dangerous cargoes;
- employ a resident expert in the field of dangerous products and proper accident response;
- better funding and training programs for volunteer response teams.

9.0 CONCLUSION

The proposed plan of transportation projects detailed in Table 6.1 and Table 6.2 supports inter-regional travel while at the same time addresses the needs and deficiencies of the Regional District of Fraser-Cheam. The plan involves both short and long term requirements and gives approximate costs of project planning, design and construction.

Benefits that can be expected from the plan include:

- A proper airing of public concerns on transportation and policy issues.
- A reduction of accidents on freeway and arterial highways.
- Better separation of tourist and local commercial traffic.
- Improvement of the quality of life in the region as being a place to live and work.
- Growth of tourism as an industry.
- Reduced impact of logging and mining traffic on small communities; increased value and profitability of those and other industries; growth of local job opportunities.
- Better response to life hazardous and environmentally damaging cargo spills.
- A slowing of the increase in volume of commuter traffic to Greater Vancouver area.
- More efficient and more effective coordination between provincial ministries, local government and general public.

APPENDIX A

SUMMARY OF NON-QUANTIFIABLE MATTERS

DISCUSSED AT PUBLIC HEARINGS

FRASER-CHEAM
TRANSPORTATION STUDY SUB-COMMITTEE

NON-QUANTIFIABLE MATTERS DISCUSSED AT HEARINGS AND IN INDIVIDUAL SUBMISSIONS

1. Harrison Hot Springs Chamber of Commerce is expecting a four-fold increase in tourist/bed capacity in the next decade.

2. All communities expressed desire to keep and increase VIA Rail capability.

3. Ways must be found to keep logging and mining truck traffic out of the resort village of Harrison Hot Springs.

4. A suggestion was made that Harrison Hot Springs should be for pedestrians and bicycle traffic only, with cars parked at the Village limits.

5. Special attention should be paid to the convergence of transportation corridors at Hope.

6. The well-known dissatisfaction with highway signing came through. Cut-off roads should be re-named/gazetted. There should be some system of community billboards.

7. Dangerous cargo truck routes could be designated eg: Highway No. 7 vice Highway #1. The military is developing a new ammunition storage facility at Pierce Creek Camp in the Chilliwack River Valley.

8. Lobbies come from all areas to develop a road system that is friendly to pedestrians and bicycles.

9. All levels of government and administration should adhere to a common set of standards and definitions for roads and highways.

10. Road construction in tourist areas should not take place during the tourist season.

11. The potential for a slide and therefore major road closure at Jones Hill/Four Brothers Mountain should be put in some context.

12. The impact of log harvest plans and mining plans in the Nahatlatch area and North East of Harrison should be emphasized.

13. The fact that we received a special petition on the Hope Fraser Bridge should be mentioned.

14. A policy should be stated on matters such as bussing for physically and mentally handicapped and the aged.

APPENDIX B

LISTING OF BRIEFS

AND

SUBMISSIONS

LETTERS SOLICITING BRIEFS SENT TO FOLLOWING:

Ron Kelly,
Chilliwack Chamber of Commerce

Glennis Taylor,
Hope Chamber of Commerce

B.J. Theriault,
Harrison Chamber of Commerce

Agassiz Business Association
C/O Bert LeDoux

Yale Enhancement Society,
C/O Mary MacQueen

Staff Sgt. D.K. Price,
Agassiz Detachment R.C.M.P.

Inspector D.M. McLay,
Chilliwack Detachment R.C.M.P.

Staff Sgt. W.G. Ostaficiuk,
Boston Bar Detachment R.C.M.P.

Staff Sgt. R. Nassichuk,
Hope Detachment, R.C.M.P.

Mayor S. Parberry,
Village of Harrison Hot Springs

Mayor Mike Dunn,
District of Kent

Mayor Keith Gardner,
Town of Hope

Mayor John Les,
District of Chilliwack

Superintendent W.S. Craig,
R.C.M.P. Chilliwack

Transport Canada,
Air Administration
C/O Coleen Rogers

Transport Canada,
Transport Dangerous Goods,
C/O Ron Switzer, Regional Director

Ministry of Environment
C/O Doug Dryden, Victoria

Ministry of Environment,
C/O Judy Tesky, Habitat
Protection - Chilliwack

Ministry of Forests,
C/O R.L. (Ron) Davis,
Timber Harvesting - Victoria

Ministry of Solicitor General,
C/O Director Murray Stewart,
Victoria

Ministry of Solicitor General,
C/O Frank Clegg - Chilliwack

Duty Supervisor,
Provincial Ambulance Services

Don Hobbs, Manager
Dairyland Foods

Janet Thony,
Rivtow Straits Ltd.

Jake Dyck, Manager,
Cultus Lake Park Board

Dr. Peter W. Jones, Pres.,
Fraser Valley College

Dr. Fran Layton, Supt.
School Dst. 32 - Hope

Peter McLaughlin, Supt.
Agassiz-Harrison School Dst.

Bill Fisher, Supt.
Chilliwack School Dst. #33

Chief Mike Gray,
Hemlock Vall. Fire Dept.

Chief Richard Broswick,
Yale etc. Fire Dept.

Chief Alan Delong,
Kawkawa Lake Fire Dept.

Chief Gord Glendinning,
Flood-Laidlaw etc. Fire Dept.

Chief Ernie Ferguson,
Boston Bar/N. Bend Fire Dept.

Chief Charlie McKay,
Popkum Fire Dept.

Chief Bob Kern,
Col. Valley Fire Dept.

Chief Richard Morgan,
Chwk. Riv.Valley Fire Dept.

Pretty's Timber,
Harrison Mills

Lineham Logging
Vern Wells - Chilliwack

Chief Robert Hope,
Yale Indian Band

Chief Sam Douglas
Cheam Indian Band

Chief Herman Phillips,
Boston Bar Indian Band

Chief Bill Williams,
Chehalis Indian Band

Chief Dennis George,
Ohamil Indian Band

Chief Archie Charles
Seabird Island Indian Band

Fletcher-Challenge
C/O Bob Shore

Valley Helicopters Ltd.
C/O Fred Fandrich

Burgess Feeds Ltd.,
C/O Jack Prasloski

C.N. Rail,
C/O R.B. Hopewell - Vancouver

C.P. Rail
C/O J.A. Templeton - Vancouver

Ross Belsher, M.P.
Chilliwack Office

C.F.B. Chilliwack
C/O Col. Sam Dunbar

Government of Canada,
C/O T.A. Turner, D.R.I.E.

Hope Charter Service
Hope

Diamond Coach Lines,
Agassiz

Cascade Charter Service,
Sardis,

Air Southwest Ltd.
Chilliwack

Chilliwack Flying Club
Chilliwack

Highland Helicopters Ltd.
Agassiz

Hope Ratepayers Association
Hope

Col. Valley Ratepayers Assn.
Lindell Beach

Yale & Dist. Ratepayers Assn.
Yale

Faxed: Mr. George Lloyd
B.C. Trucking Association

Faxed: Hemlock Valley Resort
Agassiz

FRASER-CHEAM REGIONAL TRANSPORTATION PLAN
APPENDIX

NUMBER	NAME	SUBJECT	METHOD
1.	John Hamlin, P.Eng.	Ministry of Forests - 20 Year Plan	Verbal - Meeting
2.	Sgt. Wiggins, RCMP	RCMP Traffic Safety Concerns	Verbal - Meeting
3.	M.E. Clegg	Provincial Emergency Program	Verbal - Meeting
4.	CP Rail	Regrets - No Comment	Letter
5.	Mr. Ron Gray	Dangerous Goods spills	Letter: Public Hearing
6.	B.C. Coalition of the Disabled	Transportation for Disabled	letter
7.	Canadian Forces Base Chilliwack	Transportation Concerns	Letter
8.	Transport Canada Dangerous Goods Directorate	Regrets - No Comment	Letter
9.	B.C. Ambulance Service	Demographics	Letter
10.	C.N.R.	Interchange at Chilliwack	Letter
11.	C.N.R.	Dangerous Goods	Presentation to Chilliwack
12.	RCMP - Chilliwack	Transportation Safety	Letter
13.	District of Chilliwack	Transportation Concerns	Letter: Public Hearing
14.	B.C. Farmers' Institute	Annis Road Interchange	Letter

NUMBER	NAME	SUBJECT	METHOD
15.	Columbia Valley Rate-payers Association	Road Construction - Buses	Letter
16.	Cultus Lake Park Board	Cultus Lake Issues	Public Hearing
17.	District of Kent	Transportation Concerns	Letter: Public Hearing
18.	Ski Hemlock	Hemlock Valley Road	Letter: Public Hearing
19.	RCMP - Agassiz	Transportation Safety Concerns	Letter
20.	Ted Westin	Agassiz-Rosedale Bridge	Public Hearing
21.	Arnold McCombs, Rockwell Drive	Rockwell Drive Safety	Public Hearing
22.	Clara Lagendyk, Rockwell Drive	Rockwell Drive Safety	Public Hearing
23.	Ella Pretty, Harrison Mills	Bus Service - Harrison Lake Road	Public Hearing
24.	Village of Harrison Hot Springs	Transportation Concerns	Letter: Public Hearing
25.	Harrison Hot Springs Chamber of Commerce	Transportation Concerns	Letter
26.	Village of Harrison Hot Springs	Logging Truck Traffic	Letter to Minstry of Forests

NUMBER	NAME	SUBJECT	METHOD
27.	Martin Weidemann, Harrison Hot Springs	Bicycles instead of Automobiles	Letter
28.	Lance Murphy	Logging Trucks through Harrison Hot Springs	Public Hearing
29.	Helen Vaughan, Rockwell Drive	Lake contamination by logs	Public Hearing
30.	Town of Hope	Transportation Concerns	Letter: Public Hearing
31.	RCMP - Hope	Transportation Safety Concerns	Letter: Public Hearing
32.	Pacific Talc Corp.	Fraser River Bridge	Public Hearing
33.	Hope & District Chamber of Commerce	Transportation Concerns Hope	Letter: Public Hearing
34.	Adrian Krabbendam	Buses, Laidlaw	Letter: Public Hearing
35.	Hans Jeschek	Construction vs. Tourism	Public Hearing
36.	Petition - 141 Names	Fraser River Bridge	Letter: Public Hearing
37.	Jack Delair	Exit West Bound - Flood	Public Hearing
38.	John Koopman	Fraser Bridge	Public Hearing
39.	B.W. Graves	Exit West Bound - Flood	Letters: Public Hearing 2 Petitions
40.	Hope Ratepayers	Transportation Concerns	Letter: Public Hearing

NUMBER	NAME	SUBJECT	METHOD
41.	Yale & District Rate-payers	Fraser River Bridge	10 Letters: Public Hearing
42.	Yale Enhancement Society	Yale Curb and Gutter	Letter
43.	Yale Ratepayers Assn.	Fraser Bridge	Letter: Public Hearing
44.	RDFC Specified Areas East Committee	Coquihalla River Bridge	Minutes of Meeting
45.	Mr. Russell Forman	School Zone - North Bend	Telephone
46.	Fletcher-Challenge Inc.	Chaumox Road, North Bend	Letter: Public Hearing
47.	Ray Washtock	Chaumox Road, North Bend	Letter: Public Hearing
48.	Cattermole Timber	Chaumox Road, North Bend	Letter: Public Hearing
49.	RCMP - Boston Bar	Regrets - No Comment	Letter
50.	Planning & Development Committee - RDFC	List of Transportation Concerns in unincorporated areas	Minutes of Meeting
51.	CHC Helicopter Corp.	More Helipads	Letter

APPENDIX C

MINUTES OF

SUB-COMMITTEE MEETINGS

The Transportation Sub-Committee met in formal session on seven occasions.

Dates of Meetings:

February 23, 1989
March 9, 1989
March 23, 1989
April 13, 1989
May 04, 1989
May 18, 1989
May 26, 1989

Minutes of meetings are held at the offices of the Regional District of Fraser-Cheam in Chilliwack.

APPENDIX D

STATISTICS OF THE HOPE VOLUNTEER SEARCH AND RESCUE GROUP WHO RESPOND TO DANGEROUS GOODS SPILLS

APPENDIX D

HOPE SEARCH & RESCUE GROUP
ACTIVITY REPORTS
1986 TO 1987

ACTIVITIES 1986

26	MOTOR VEHICLE ACCIDENTS REQUIRING	556 MAN HOURS
9	BOAT CALLS	162 MAN HOURS
5	SEARCHES	150 MAN HOURS
1	AIRCRAFT	8 MAN HOURS
13	TRAINING SESSIONS	440 MAN HOURS
	WORK MEETINGS	343 MAN HOURS
	COMMUNITY EVENTS	260 MAN HOURS
		1911 MAN HOURS

ACTIVITIES 1987

16	MOTOR VEHICLE ACCIDENTS	330 MAN HOURS
9	BOAT CALLS	180 MAN HOURS
3	SEARCHES	179 MAN HOURS
3	CLIMBING	160 MAN HOURS
16	TRAINING SESSIONS	301 MAN HOURS
	WORK MEETINGS	306 MAN HOURS
	COMMUNITY EVENTS	301 MAN HOURS
		1757 MAN HOURS

1988 ACTIVITIES

19	MOTOR VEHICLE ACCIDENTS	319 MAN HOURS
7	SEARCHES	229 MAN HOURS
3	BOAT CALLS	41 MAN HOURS
4	CLIMBING	50 MAN HOURS
14	TRAINING	489 MAN HOURS
	WORK MEETINGS	400 MAN HOURS
	COMMUNITY EVENTS	1140 MAN HOURS
		2668 MAN HOURS

APPENDIX D

HOPE VOLUNTEER SEARCH & RESCUE GROUP

26 YEARS OF SERVICE TO THE TRAVELLING PUBLIC

PROFILE

The Hope Search and Rescue Group has vehicles,equipment and a river rescue launch boat totaling a replacement value of $250,000.00, all donated as a result of the fund raising activities of the volunteer group. The group qualifies for $3,740/year from the province, this amount does not cover operating expenses. All deficits are covered by the group's fund raising activities.

Some vital statistics:

* 26 years of service
* 4000 volunteer hours per year logged by 23 members
* Average calls per year, 40.
* Average victims saved per year, 38.
* Average body recovery from river, 5.
* Average calls involving transportation accidents involving chemicals, 5.
* Volunteer members are:

  -trained in mountain, water and motor vehicle rescue.

  -members are also trained in first aid and have taken courses on dangerous goods.